

Federal Highway Administration
Environmental Impact Statement:
McDonough County, IL

AGENCY: Federal Highway
Administration (FHWA), DOT.
ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for a proposed project in McDonough County, Illinois. The proposed project will evaluate bypass alternatives in the area of Macomb, Illinois. Bypass alternatives will consider possible connections of existing U.S. Route 67, U.S. Route 136, and proposed Illinois Route 336. The study area will encompass an area three miles south, five miles north, eight miles west, and five miles east of Macomb.

FOR FURTHER INFORMATION CONTACT:
Mr. James C. Partlow, Design Operations Engineer, Federal Highway Administration, Illinois Division, 3250 Executive Park Drive, Springfield, Illinois 62763, Telephone: (217) 492-4823. Mr. Dale E. Risinger, District Engineer, Illinois Department of Transportation (IDOT), 401 Main Street, Peoria, Illinois 61602, Telephone: (309) 671-3333.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Illinois Department of Transportation, will prepare an Environmental Impact Statement on a proposal to improve traffic circulation around Macomb in McDonough County, Illinois. The proposed action involves the construction of a four-lane, access-controlled, divided highway. The length will be dependent on the results of the study and a chosen bypass location. The area being studied will encompass Macomb, Illinois for three miles to the south, five miles to the north, eight miles to the west, and five miles to the east.

The proposed action will support economic development in west-central Illinois by providing improved traffic circulation, safer and more efficient access to the urban area, a divided highway design for high operating speeds and system continuity from Quincy to Macomb. Primary environmental resources that may be impacted are local property tax income, agricultural land, and wetlands.

Alternatives under consideration include no action and a new four-lane, fully access-controlled facility on new alignment. Interchanges will be provided at major high-volume roadways. Several alignment alternatives will be evaluated for the proposed project to best serve traffic circulation to and around Macomb.

The scoping process undertaken as part of this proposed project will include distribution of a scoping information packet, coordination with appropriate Federal, State, and local agencies, and review sessions as needed. A formal scoping meeting is not planned. Further details of the proposed project and a scoping information packet may be obtained from one of the contact persons listed above.

To ensure that the full range of issues related to the proposed action are addressed and all significant issues identified, a comprehensive public involvement program will be undertaken. A public meeting concerning the proposed action will be held in the study area prior to the public hearing. Public notice will be given of the time and place of the meeting and hearing. The Draft EIS will be available for public agency review and comment and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA or IDOT contact persons.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: February 18, 1994.

James C. Partlow,
Design Operations Engineer, Federal Highway
Administration, Illinois Division, Springfield,
Illinois.

[FR Doc. 94-4792 Filed 3-2-94; 8:45 am]
BILLING CODE 4910-22-M

SCOPING PACKET

MACOMB AREA STUDY

McDONOUGH COUNTY

Environmental Impact Statement And Design Study

AUGUST, 1994

ILLINOIS DEPARTMENT OF TRANSPORTATION

Table of Contents

	Page
I. PROPOSED ACTION	1
II. NEED FOR THE PROJECT	1
III. ANTICIPATED IMPACTS	1
Agricultural Resources	1
Ecological Resources/Water Quality	2
Historic and Archaeological Resources	2
Socio-economic and Land Use Concerns	2
Air, Noise, and Energy	2
Impacts During Construction	3
IV. SUMMARY OF PRELIMINARY FINDINGS	3
V. SCHEDULE	3
VI. MAPS	
Project Location Map	

I. PROPOSED ACTION

The proposed action is to construct an extension of Illinois Route 336 and/or US Route 67 as a four lane highway to provide a bypass around the City of Macomb in McDonough County, Illinois. This project is a continuation of separate studies extending Illinois Route 336 from Quincy to the west edge of Macomb.

The proposed project will evaluate bypass alternates in the area of Macomb, and will consider possible connections of existing US Route 67, US Route 136, and proposed Illinois Route 336. The study area will encompass an area three miles south, five miles north, eight miles west, and five miles east of Macomb.

Alternatives under consideration include no action and a new four-lane, fully access-controlled facility on new alignment. Interchanges will be provided at major high-volume roadways. Several alignment alternatives will be evaluated for the proposed project to best serve traffic circulation to and around Macomb. The length will be dependent on the results of the study and the chosen bypass location.

A Design Report and an Environmental Impact Statement will be prepared for the project. A public informational meeting and public hearing will be conducted.

II. NEED FOR THE PROJECT

The proposed action will support economic development in west-central Illinois by providing improved traffic circulation, safer and more efficient access to and around the urban area, and a divided highway design for high operating speeds. A good transportation network is an important element for an area's economic growth. It reduces travel time, operating costs and provides regional accessibility which, in turn, makes economic development more likely. The proposed action to improve traffic circulation around Macomb will also provide improved highway network connections.

The need for four-lane highway improvements in the study area has been identified in local land use plans. An economic development program report prepared by the Western Illinois Regional Council (March 1987) stressed the need for an improved transportation system in western Illinois.

III. ANTICIPATED IMPACTS

This study will evaluate alignments which will result in the selection of a preferred alternate that adequately addresses project needs while minimizing associated environmental impacts.

Agricultural Resources

Construction on any alignment selected within the study area will require acquisition and conversion of prime farmland. Prime farmland within the areas of the alternate alignments will be identified from recent soil surveys conducted for McDonough County. Aerial photographs will be used to determine the amount of prime farmland affected under each alternate, the number of farmsteads displaced, and other impacts to agricultural operations. A technical report on agricultural impacts will be prepared.

Ecological Resources/Water Quality

Biological resources within the areas of the alternate alignments will be identified through records research and field surveys. It is anticipated that State or Federal listed threatened or endangered species may occur within the project area. Impacts on wetlands are also anticipated.

Construction along proposed alignments will intersect intermittent streams, perennial streams, and their associated flood plains. Highway construction activities could impact downstream water quality during construction. The magnitude of these impacts would vary depending on the alignment and prevailing weather conditions during construction. Potential adverse effects to downstream water quality would be mitigated by requiring measures that would curtail erosion, sediment deposit, and pollution of streams caused by construction activity.

A technical report will be prepared to address potential impacts to these resources and the need for Section 404 permits.

Historic and Archaeological Resources

Previous cultural resources investigations conducted within the study area indicate that historic and prehistoric resources of National Register quality could be encountered. The degree of impact to these issues would depend upon the design of the highway and on the alignment selected for construction.

A survey will be conducted to determine whether historic or architecturally significant structures are present within the area of the alternate alignments. No impacts to historic or architecturally significant structures are known at this time.

Socio-economic and Land Use Concerns

The study area for bypass alignments traverses a predominantly rural area. The socio-economic impacts associated with this project will be dependent on the alternate alignments chosen for the by-pass of Macomb. The socio-economic resources and conditions will be inventoried and analyzed during this project and a technical report prepared.

Completion of the proposed highway and the subsequent change in traffic patterns could enhance demand for future commercial, industrial, and residential development in and around the city of Macomb. Future development will likely be influenced by the location of the highway. Such development could affect the local tax base of those political jurisdictions located near the proposed highway and would provide additional opportunities for employment and housing.

A limited number of residential displacements may be required. Acquisition of right-of-way for the proposed highway would result in an adverse impact on the taxing rolls. The project's stimulus to future development, however, should rectify this short-term adverse impact over time and result in a positive long-term impact to tax bases in the study area.

Air, Noise, and Energy

Traffic volumes on the proposed highway will not be great enough to cause a significant adverse effect on air quality. Consumption of energy by construction equipment would be a one-time impact. Traffic noise will be evaluated using the Federal Highway Administration's noise prediction method.

Impacts During Construction

Impacts during construction of the proposed highway would include short-term effects on traffic patterns and air, noise, and water quality. These impacts would occur only during construction, and steps to mitigate these impacts would be taken.

Traffic patterns could be affected because of the necessity of closing some local roads during construction. Air quality could be affected during construction by exhaust emissions from construction equipment and by dust created by construction and earth-moving operations. However, this should not create a significant impact on air quality because the number of vehicles and equipment would not be great enough to cause significant concentrations of pollutants.

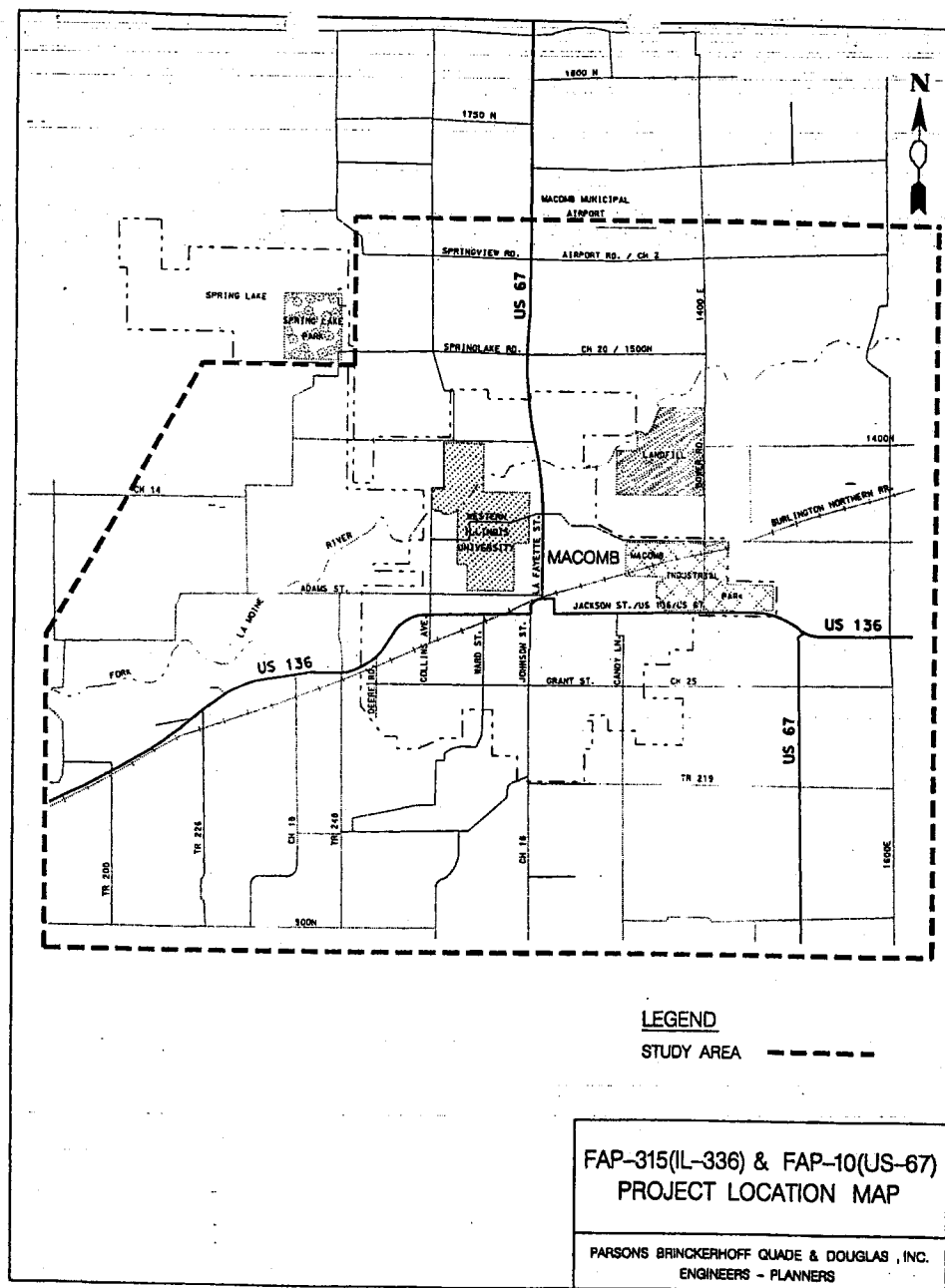
Noise from construction equipment and construction operations could be objectionable, particularly where residential areas are adjacent to the construction site or adjacent to highways used to haul materials to the construction site. These noise impacts could be mitigated through properly maintained equipment and vehicles, and by restricting construction operations to daylight hours.

IV. SUMMARY OF PRELIMINARY FINDINGS

It is expected that the most significant potential adverse impacts of this project would be to agricultural and ecological resources. The severity of these impacts will be determined by the location and design of the proposed highway and intersecting roads. Mitigation measures could be required and would be implemented as necessary to minimize any adverse impacts. Construction impacts would also create some adverse effects and may require mitigation. An Environmental Impact Statement will be prepared for this project.

V. SCHEDULE

The Preliminary Design Report and Draft Environmental Impact Statement for the proposed action are currently scheduled to be available for public review by the summer of 1995. The Final Environmental Impact Statement and Final Design Report are scheduled for completion by the summer of 1996.



Route Slip



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
ILLINOIS DIVISION



To	Title	Date
Paula Green	IDOT, District 4, Bureau of Program Development	February 18, 1997

☒ Per Your Request
☐ For Your Information
☐ Per Our Conversation
☐ For Your Review and Comment

Enclosed is correspondence between Dennis Johnson (FHWA) and John Betker (USACE) regarding the USACE becoming a cooperating agency for the three referenced projects. As noted, the USACE has agreed to become a cooperating agency for those projects.

Please call if you have any questions

From	Title	Telephone	Fax
Keith Hoernschemeyer	Transportation Engineer	217-492-4620	217-492-4621

Reply Separator _____
Subject: COOPERATING AGENCY REQUEST
Author: Dennis.Johnson@fhwa.dot.gov at Internet
Date: 2/13/97 5:30 PM

IN ACCORDANCE WITH 23 CFR 771.111(d) THE ILLINOIS DIVISION OF FHWA ON BEHALF OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION IS REQUESTING THAT THE USACE, ROCK ISLAND DISTRICT BE A COOPERATING AGENCY FOR THE DEVELOPMENT OF ENVIRONMENTAL DOCUMENTS FOR THE FOLLOWING THREE TRANSPORTATION IMPROVEMENTS:

O U.S. RTE. 34 - MONMOUTH TO GULFPORT - CONVERSION OF TWO-LANE ROADWAY TO A FOUR-LANE EXPRESSWAY WITH BYPASSES PRIMARILY ON EXISTING ALIGNMENT - ENVIRONMENTAL DOCUMENT - ENVIRONMENTAL ASSESSMENT

O MACOMB BYPASS - U.S. RTE 67 AND U.S. 136 - EXPRESSWAY BYPASSES OF THE CITY OF MACOMB ON NEW ALIGNMENT - ENVIRONMENTAL DOCUMENT - EIS

O PEORIA RING ROAD - INTERSTATE 74 TO IL. RTE. 6 - COMPLETION OF CIRCULAR FREEWAY AROUND THE EASTERN PORTION OF PEORIA - ENVIRONMENTAL DOCUMENT - EIS

I YOU HAVE SPECIFIC REQUESTS RELATIVE TO THESE PROJECTS PLEASE DO NOT HESITATE TO CALL PAULA GREEN AT 309-671-3478.

YOUR RESPONSE VIA EMAIL WOULD BE APPRECIATED.

Route Slip

From: John.G.Betker@NCR01.usace.army.mil
 To: Johnson, Dennis <FHWA>
 Date: 2/18/97 4:00pm
 Subject: Re: COOPERATING AGENCY REQUEST

Subject: COOPERATING AGENCY REQUEST
 Author: John G. Betker
 Date: 2-18-97

The Corps will participate as a cooperating agency for your stated projects, in the capacity of reviewing your environmental documentation for compliance with our Regulatory requirements. We may also provide comments from other elements within the Corps regarding their respective areas of expertise. However, we do not wish to be a cooperating signatory agency in your documents.

If you have further questions, please contact me.

John G. Betker
 Project Manager
 (309) 794-5380



U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION
 ILLINOIS DIVISION

To	Title	Date
Paula Green	IDOT, District 4, Bureau of Program Development	February 24, 1997

☒ Per Your Request
☐ For Your Information
☐ For Our Conversation
☐ For Your Review and Comment

Enclosed is correspondence from Mike MacMullen (USEPA) regarding the USEPA being designated as a cooperating agency for the following projects in District 4: US 34, Monmouth to Gulfport; Macomb By-Pass; and Peoria Ring Road. As noted, the USEPA declined to be designated as a cooperating agency, however, they have agreed to perform the functions of a cooperating agency.

Please call if you have any questions.

From	Title	Telephone	Fax
Keith Hoernschemeyer	Transportation Engineer	217-492-4620	217-492-4621



From: MACMULLEN.MICHAEL@EPAMAIL.EPA.GOV
To: Johnson, Dennis <FHWA>
Date: 2/21/97 3:56pm
Subject: COOPERATING AGENCY REQUEST -Forwarded -Reply

Dennis:

Thank you for your recent E-mail request regarding cooperating agency participation for three upcoming projects in Illinois.

Our policy is to decline such requests, in order not to give any appearance of compromising the independence of our NEPA reviews. We will, however, commit to ongoing availability for pre-NEPA reviews and the like. In other words, we can (and at your option, we will) provide the services your Agency and IDOT would want to have from us as a cooperating agency, without actually being designated as a cooperating agency.

if you have any questions or concerns regarding this response, please feel free to contact me at your earliest convenience.



ILLINOIS
DEPARTMENT OF
NATURAL RESOURCES

524 South Second Street, Springfield 62701-1787

George H. Ryan, Governor • Brent Manning, Director

April 23, 1999

Mr. D. E. Risinger, District Engineer
Illinois Dept. Of Transportation, Dist. 4
401 Main Street
Peoria, Illinois 61602-1111

RE: Phase I
Eastern Ring Road
Macomb Area Study
FAP 313 (U.S. 34)

Attention: A. C. Mills

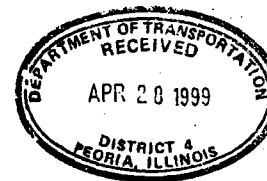
Dear Mr. Risinger:

Thank you for the opportunity to participate as a cooperating agency in the development of the Environmental Impact Statement for the above referenced projects. It is important that the Department of Natural Resources be involved in the review process to assure resource protection and compliance with the state Endangered Species Protection Act and the Interagency Wetlands Policy Act of 1989.

Please address all correspondence to Mr. Steve Hamer of the Office of Reality and Environmental Planning, Division of Natural Resource Review and Coordination at 524 South Second Street, Springfield, Illinois 62701.

Sincerely,

Steve Hamer
Transportation Review Program
Division of Natural Resource Review



[printed on recycled and recyclable paper]



Bureau of Land and Water Resources • State Fairgrounds • P.O. Box 19281 • Springfield, IL 62794-9281
217/782-6297 • TDD 217/524-6858 • Fax 217/524-4880

April 28, 1999



Ms. A.C. Mills
Illinois Department of Transportation
401 Main Street
Peoria, IL 61602-1111

Attn: Ms. Paula Green

Dear Ms Mills:

The Illinois Department of Agriculture (IDOA) would like to convey to you our desire to become a cooperating agency on the projects listed below.

STUDIES & PLANS - PHASE 1
Macomb Area Study
Job No. P-94-152-91
Catalog No. 030010-01

STUDIES & PLANS - PHASE 1
FAP Route 313 (U.S. 34)
Carman Road to Monmouth
Henderson & Warren Counties
Job No. P-94-030-95
Catalog No. 031314-00

STUDIES & PLANS - PHASE 1
Eastern Ring Road
Peoria, Tazewell & Woodford Counties
Job No. P-94-003-96
Catalog No. 031341-00

As with other projects in which the IDOA has been a cooperating agency, we would ask that the items listed on the enclosure with this letter be assessed in any environmental documents which the District will prepare on the projects listed above. This will enable the IDOA to conduct studies of agricultural impacts to determine the projects' compliance with IDOT's Agricultural Land Preservation Policy developed in accordance with the state's Farmland Preservation Act.

Ms. Mills
Page 2
April 28, 1999

Should you have questions on the information listed on the enclosure, please contact me as soon as possible.

Sincerely,

James R. Hartwig, Supervisor
Office of Farmland Protection and Mined Land Reclamation

JRH

Enclosure

cc: John Rowley, IDOT
Kevin Rund, IFB

A-8



ILLINOIS ENVIRONMENTAL PROTECTION AGENCY

1021 NORTH GRAND AVENUE EAST, P.O. BOX 19276, SPRINGFIELD, ILLINOIS 62794-9276

THOMAS V. SKINNER, DIRECTOR

217/782-0547

May 12, 1999



Mr. A.C. Mills, Program Development Engineer
Illinois Department of Transportation
Division of Highways - District 4
401 Main Street
Peoria, IL 61602-1111

re: Environmental Impact Statements
Macomb Area Study - (McDonough Co.)
FAP Route 313 (Henderson & Warren Co.)
Eastern Ring Road (Peoria, Tazewell & Woodford Co.)

Dear Mr. Mills:

This letter is in response to a fax received from your office requesting the Illinois EPA's agreement to become a cooperating Agency for the above listed IDOT projects.

The Illinois EPA would be pleased to be a cooperating agency for the three projects. We request that the draft Environmental Impact Statement fully explain the status of a cooperating agency along with the standard explanation of the Illinois EPA's role and duties under Section 401 of the Clean Water Act.

Sincerely,

Bernard P. Killian
Deputy Director